



**27<sup>th</sup> Phalguna, 1942 (S. E.)**

## PART-IIA

**GOVERNMENT OF MEGHALAYA**

## NOTIFICATIONS

1. Before opening of the hostels authorities of the hostels (Govt. or Private) shall conduct awareness programme maintaining physical distancing for would be inhabitants of the hostels on Covid-19 pandemic and protocols to be followed.
2. No inmate shall be forced by the authorities to stay in the hostel rather it shall be on the free will of the students whether to stay in hostel or make his/her own arrangement for stay.
3. Every inmate of the Hostel as well as their parents shall submit an undertaking that they will abide by all Covid-19 protocols of the Government and these SOP before occupancy.
4. Inmates shall strictly adhere to the COVID-19 advisory, issued by the Government of Meghalaya.
5. Inmates shall strictly follow the instructions as per the awareness program conducted by the authorities.
6. Rooms shall be allotted on single occupancy basis as far as practicable. Strict perimeter control shall be ensured in case of occupancy in dormitories to ensure at least six feet physical distance at all times.
7. Inmates shall at all times wear a face mask except while being inside their respective rooms.
8. Authorities shall make arrangement of hand sanitisers, running water and soap for hand washing at the entrance and at other convenient locations within the hostel premises.
9. Inmates at all times shall maintain physical distancing of at least six feet within the premises of the hostel.
10. There shall be no group activities or social gathering inside the hostel campus.
11. Sharing of items among the inmates shall be strictly prohibited.
12. Inmates shall be advised to restrict movement outside the hostel campus other than when it is absolutely necessary to attend classes etc.

13. Inmates shall avoid taking food from outside.
14. The seating capacity of the students dining table should not exceed  $\frac{1}{3}$ <sup>rd</sup> capacity of the dining area. The timing of Lunch / Breakfast / Dinner to be staggered. The Canteen / Mess may extend opening and closing by few hours from the normal scheduled timing.
15. Appropriate distance of minimum of 2 metres should be maintained between dining tables in Canteen / Mess during Breakfast / Lunch / Dinner time. Wardens needs to be present during the dining time to ensure strict social distancing.
16. The staff on duty in the mess hall and the cook house shall be screened for their health conditions / hygiene before starting their duty every day and will mandatorily wear face-mask, head cover, and hand gloves while on duty. The mess staff should also ensure social distancing norms. The mess staff should be trained on COVID responsible conduct at all times and be monitored for their adherence.
17. Food waste shall be disposed off immediately and effectively.
18. Students at all times shall maintain hygienic conditions in hostel premises, and other utility areas.
19. Toilets, bathrooms, other common areas and frequently touched surfaces shall be mandatorily cleaned and sanitized (by using 1% sodium hypochlorite solution) two times a day once in the morning and once in the evening for which adequate staffs shall be deployed.
20. There shall be deployment of adequate staff at the entrance of the hostel who will measure the body temperature of the inmates with a thermal scanner as they enter the premises.
21. Display boards mentioning State helpline numbers and emergency services numbers shall be installed at conspicuous locations within the premises.
22. Display boards mentioning Do's, Don'ts, and preventive measures for Covid-19 shall be installed at conspicuous locations within the premises.
23. Any inmate who shows symptoms of Covid-19 shall be kept in isolation immediately and a care giver shall be immediately deployed.
24. Parents of symptomatic inmate shall be informed immediately to make arrangement for his/her removal from the hostel. On completion of treatment/quarantine and on being tested negative such students may again be allowed to enter hostel.

The paramount purpose of the elaborated SOP stipulating the policy and procedural observance is to instill a sense of self-discipline to observe COVID responsible behavior. Social distancing norms, hand & respiratory hygiene, use of sanitizers frequently, avoid gatherings and crowding etc. would ensure each one of us act responsibly in individual as well as community interest and contribute to prevent spread of COVID-19 pandemic.

**D. P. WAHLANG,**

Addl. Chief Secretary to the Govt. of Meghalaya,  
Education Department.

The 1<sup>st</sup> March, 2021.

**CORRIGENDUM**

**No.FOR.17/2013/509.** - In the notification No.FOR.17/2017/488, dated 19<sup>th</sup> January, 2021 of the Government of Meghalaya in the Forests & Environment Department, the term *"24 at N 25°21'52.459" E 92°14' 44.321". From Point No.24, the boundary proceeds in South Western direction along the boundary of the land of Smti. Phiar Dkhar upto Point No. 25 at N 25°21'52.500" E 92°14' 44.000" appearing in tenth to twelfth line in South boundary may be read as "24 at N 25°21'52.500" E 92°14' 45.000". From Point No.24, the boundary proceeds in South Western direction along the boundary of the land of Smti. Phiar Dkhar upto Point No.25 at N 25°21' 52.459" E 92°14' 44.321".*

In the said notification the term *"Point No.49 at N 25°21'56.389" E 92°14'35.411"* and then it turns Northward along the boundary of the same private land of Smti. Miriap Phawa till it reaches point No. 50" may be inserted after the term "till it reaches" appearing in twenty third line in West boundary.

**D. P. WAHLANG,**

Addl. Chief Secretary to the Government of Meghalaya,  
Forests & Environment Department.

The 10<sup>th</sup> March, 2021.

**CORRIGENDUM**

**No.FOR.59/2017/62.** - In referring to this Department's Notification No.FOR.59/2017/25, dated 13<sup>th</sup> September, 2017, relating to the General Approval for the diversion of 0.971 ha. of forest land in Angratoli Reserved Forests, South Garo Hills for establishing of Border Outpost at Fakirkona by the Construction Officer, 20 Battalion, Border Security Force, Dobasipara, Tura, **Serial No. 11** of the terms and conditions **which states that the General Approval shall be valid till the 31<sup>st</sup> December, 2019** stands cancelled.

**D. P. WAHLANG,**

Addl. Chief Secretary to the Government of Meghalaya,  
Forests & Environment Department.

The 10<sup>th</sup> March, 2021.

**OFFICE MEMORANDUM**

**No.FOR.68/2007/Vol.II/1042.** - In supersession of this Department's Office Memorandum No.FOR.68/2007/Vol.-II/176, dated 25<sup>th</sup> June, 2018 the Governor of Meghalaya is pleased to approve the revised rates of ex-gratia grants to victims of wildlife depredation as below:-

Sl. No.	Nature of Depredation	Rates
1.	Loss of Human Life	₹ 5,00,000/- per person
2.	Human injury	
2.1	Permanent incapacitation	₹ 5,00,000/- per person
2.2	Grievous injury	₹ 2,00,000/- per person
2.3	Minor injury	Cost of treatment up to ₹ 25,000/- per person
3.	Damage to houses and other buildings	To be assessed by Forest Officials in consultation with a Revenue Official not below the rank of Inspector.
4.	Damage to Agricultural & Plantation crops and Apiculture (bee-hives)	To be assessed by Forest Officials in consultation with a Revenue Official not below the rank of Inspector and a representative of the Department of Agriculture and Farmer's Welfare not below the rank of Inspector.
5.	Loss of livestock - Cow, Bullock, Ox, Buffalo, Pig, Goat, Sheep, Horse and their young ones	To be assessed by Forest Officials in consultation with a Revenue Official not below the rank of Inspector and a representative of the Animal Husbandry and Veterinary Department not below the rank of Inspector.

Payment of ex-gratia at the rates given above will be considered after proper investigation by authorized officers on receipt of the reports of depredation. No payment shall however, be made if a person is killed or injured while he was engaged in any illegal activity punishable under the Wild Life (Protection) Act, 1972 or the Meghalaya Forest Regulation or any other relevant Act and the rules framed thereunder.

The ex-gratia at the revised rates shall be payable in the cases which have occurred on or after the date of issue of this Memorandum.

**D. P. WAHLANG,**

Additional Chief Secretary to the Govt. of Meghalaya,  
Forests & Environment Department.

The 23<sup>rd</sup> February, 2021.

**CORRIGENDUM**

**No.TPT.81/2018/220.** - Due to inadvertent clerical error, the following modifications are made in the Meghalaya Electric Vehicle Policy 2021 notified *vide* Notification No.TPT.81/2018/217, dated 5<sup>th</sup> February, 2021:

**A. Section 7.6 (iv) of the Policy, which reads as:**

"7.6 (iv) Registration fees and road tax shall be waived for all types of electric vehicles purchased during policy period."

**Shall be read as:**

"7.6 (iv) Registration fees shall be waived for all types of electric vehicles purchased during the policy period."

**B. Section 10. (iii) of the Policy which reads as:**

"10. (iii) The Nodal Agency may notify separate Registration and Road tax post the policy period for the electric vehicles."

**Shall be read as**

"10. (iii) The Nodal Agency may notify separate Road Tax during the policy period for the electric vehicles."

All other terms and conditions of the said Policy shall remain unchanged.

A copy of the modified Meghalaya Electric Vehicle Policy 2021 is enclosed for information and necessary action.

**M. R. SYNREM,**

Commissioner & Secretary to the Government of Meghalaya,  
Transport Department.

**PREAMBLE:**

Meghalaya, meaning the "abode of clouds", with a forest cover of about 17217 Sq. Km. (76.44% of its geographical area) ranks 4<sup>th</sup> in the country in terms of percentage of Forest cover amongst States, (Source: *Statistical Year Book India 2018*). Forest cover contributes to better air quality of the state.

However, increasing pollution levels due to steep rise of conventional internal combustion engine (ICE) vehicles in the State is a major concern for the Transport Department, Government of Meghalaya.

As on 31<sup>st</sup> October, 2020, **18776** vehicles have already been registered in Meghalaya during 2020. (Source: <https://parivahan.gov.in>)

As on 31<sup>st</sup> October, 2020, Meghalaya has only **6 registered Electric Vehicles**.

(Source: [www.fame-india.gov.in](http://www.fame-india.gov.in)).

The burden of Internal Combustion Engine (ICE) vehicles is huge for the country. There is a need to reduce dependency on a fossil-fuel based economy. India's **crude oil imports** for **2019-20** was about **102 billion dollars**.

As per a study by World Health Organization (WHO), India is home to 14 out of 20 most polluted cities in the world.

The gradual shift to EVs is essential towards an energy secure future and a clean environment. It will also contribute towards the Sustainable Development Goals (SDG) on Climate Action.

As per International Energy Agency (IEA), the number of electric cars globally on the road is expected to reach almost **10 million in 2020**, as sales grow this year despite the Covid-19 pandemic. It is believed that the Covid-19 pandemic will affect global vehicle markets, and how governments respond to the pandemic will influence the pace of the transition to electric vehicles.

Global electric vehicle deliveries in 2019 reached **2.26 million** units, **9%** higher than for 2018. Over 30 new and improved EV models were introduced in 2019. EVs secured their highest ever share of **2.6%** of the global car market in 2019.

As per [www.fame-india.gov.in](http://www.fame-india.gov.in), as on 31<sup>st</sup> October, 2020, **280988** EVs sold in India have resulted in **saving of 73.8 million litres of fuel**, which is a saving of about **52,794 litres of fuel per day**. Further, it has resulted in reduction of Carbon Dioxide by **183.58 million kilograms (Kg)**, which is about **130835 Kgs.** per day.

For **Meghalaya**, as on 31<sup>st</sup> October 2020, presently having only 6 EVs, it has been estimated to have already resulted in saving of **1568 litres of fuel**, and reduction of **3901 Kg. Carbon Dioxide**. The Government is committed to provide requisite impetus towards adoption of at least **15%** EVs in 5 Years in Meghalaya, by providing **incentives to a limited number of early electric vehicles adopters**.

Thus, Government of **Meghalaya** aims at facilitating adoption of about **20,000** EVs during the Policy Period, which will save about **50 lakh litres of fuel**, resulting in reduction of **about 10,000 Kg. of CO<sub>2</sub>** per day, which will lead to reduction of more than **36.5 lakh Kg. of CO<sub>2</sub> per year**.

In view of the above, the Government of Meghalaya is committed to do its part by contributing towards **clean and green environment** and **an energy secure** India. Towards achieving this objective, requisite thrust will be provided for **increased and faster adoption of Electric Vehicles for a clean and green environment in the State** through the Meghalaya Electric Vehicle Policy 2021.

## 1. SHORT TITLE, EXTENT AND COMMENCEMENT

- (i) The Policy may be called the "Meghalaya Electric Vehicle Policy, 2021."
- (ii) The Policy shall come into effect from the 1<sup>st</sup> of April, 2021.
- (iii) It shall extend to the whole State of Meghalaya.

## 2. POLICY PERIOD

The Meghalaya Electric Vehicle Policy, 2021 will remain in operation and valid for a period of five years from the 1<sup>st</sup> of April, 2021 or till such time the Government may deem fit and proper.

## 3. ELECTRIC VEHICLES IN THE WORLD AND INDIA

- (i) Electric mobility is expanding at a rapid pace. In 2018, the global electric car fleet exceeded 5.1 million, up 2 million from the previous year and almost doubling the number of new electric car sales. The People's Republic of China remains the world's largest electric car market, followed by Europe and the United States. Norway is the global leader in terms of electric car market share. Electric Vehicles contribute towards reducing the local concentration of pollutants in cities.
- (ii) As per the NITI Aayog's 'Zero Emission Vehicles (ZEVs): Towards a Policy Framework' document, accelerating the availability of necessary electricity network infrastructure as well as domestically produced technologically superior EVs, chargers and components will bring down costs and increase the options available for transportation electrification in India. This could bring total cost of ownership (TCO) of EVs at par with ICEs by as early as 2025. Therefore, policy support is being extended by the Government of India to address the strategic importance of the battery technology value chain.
- (iii) In 2013, the Government of India launched the **National Electric Mobility Mission Plan 2020**. Under this mission plan, the scheme for Faster Adoption and Manufacturing of (Hybrid) Electric Vehicles in India (FAME India) was launched in March, 2015 for two years as Phase-I, which was subsequently extended up to 31<sup>st</sup> March, 2019.
- (iv) The Government of India in its Automotive Mission Plan 2016 had laid down a vision of "Safe, Comfortable and Efficient Mobility" with the aim on environmental protection and affordability. After reviewing of FAME India Phase-I, the Government of India came up with **FAME India Phase-II (FAME II)**, which will be for a period of three years from 1<sup>st</sup> April, 2019 composing of verticals such as Demand Incentives, Establishment of Network of Charging Stations and Administration of the Scheme.
- (v) **FAME II** aims to boost electric mobility and increase the number of electric vehicles in commercial fleets with an outlay of ₹ 10,000 Crore (₹ 100 billion) for three years till **2022**. The Government of India offers incentives for electric buses, three-wheelers and four wheelers to be used for commercial purposes. Plug-in hybrid vehicles and vehicles with a sizeable lithium-ion battery and electric motor will also be included in the scheme. Fiscal support is being offered based on the size of the battery in FAME II.

## 4. VEHICLE POPULATION IN MEGHALAYA

Sustained economic development and expanding road networks have led to rapid increase in the number of motorized vehicles in Meghalaya.

As of October, 2020, Meghalaya accounts for only **0.002%** of the electric vehicles sold in India and the total EVs in the State account for only **0.001% of the total** vehicles registered in the State.

Therefore, it is imperative to accelerate early adoption of EVs in the State of Meghalaya by providing adequate impetus and support for adoption of Battery EVs and setting up of related charging infrastructures.

## 5. DEFINITIONS

- (i) 'Governor' means the Governor of Meghalaya.
- (ii) 'Government' means the Government of Meghalaya, unless specified otherwise.
- (iii) 'State' means the State of Meghalaya.
- (iv) 'Policy' means the Meghalaya Electric Vehicle Policy, 2021.
- (v) 'RTO' means the Regional Transport Office.
- (vi) 'ICE' means Internal Combustion Engine.
- (vii) Electric Vehicle (EV) or Battery Electric Vehicle (BEV) means a vehicle which is powered exclusively by an electric motor; whose traction energy is supplied exclusively by traction battery installed in the vehicle; and has an 'Electric Regenerative Braking System'. This includes all types of Hybrid electric vehicles as defined by Department of Heavy Industries.
- (viii) 'Electric Regenerative Braking System' means an integrated vehicle braking system which provides for the conversion of vehicle kinetic energy into electrical *energy* during braking.
- (ix) 'Advanced Battery' means the new generation batteries as defined and notified by Department of Heavy Industries, including for FAME-II.
- (x) Engine 'Stop-Start' arrangement means a system by which the engine is started or stopped in a hybrid electric vehicle by vehicle control unit at operating conditions depending upon traction power required for the propulsion of the vehicle.
- (xi) Off Vehicle Charging (OVC) means the Rechargeable Energy Storage System (ReESS) in the vehicle has a provision for external charging.
- (xii) Hybrid Electric Vehicle (HEV) means a vehicle that for the purpose of mechanical propulsion draws energy from consumable fuel and Rechargeable Energy Storage System (ReESS).
- (xiii) Strong Hybrid Electric Vehicle (SHEV) means a 'Hybrid Electric Vehicle (HEV)', which has an engine 'Stop-Start' arrangement, 'Electric Regenerative Braking System' and a 'Motor Drive' (motor alone is capable to propel/drive the vehicle from a stationary condition).
- (xiv) Plug-in HEV (PHEV) / Range Extended Electric Vehicle (REEV) means A 'Strong Hybrid Electric Vehicle (SHEV)' which has a provision for 'Off Vehicle Charging' (OVC) of Rechargeable Energy Storage System (ReESS)'.  
(xv) 'Industrial Parks' means Industrial Estates or Industrial Areas or Export Promotion Industrial Park or Industrial Growth Centre.

## 6. OBJECTIVES OF MEGHALAYA ELECTRIC VEHICLE POLICY 2021

- (i) To facilitate adoption of at least 15% EVs in the State by 2025.
- (ii) To provide support towards adoption of EVs by providing purchase incentives for early adoption of EVs based on the energy capacity in kWh of battery.
- (iii) To support the setting up of robust infrastructure for EVs including adequate power supply, network of charging points with favourable power tariff and adequate service centres.
- (iv) To promote innovation in EVs for automotive and shared mobility by providing the requisite ecosystem and infrastructure.
- (v) To create an enabling environment to provide charging infrastructure for EVs in the State.

- (vi) To create a pool of skilled workforce for the EVs industry in collaboration with technical institutions available in the State, encourage entrepreneurship and create new jobs in the EVs industry.
- (vii) To mandate adoption of EVs in the Government and its Boards, Corporations, Government undertakings, Development Authorities, Municipalities in a phased manner.
- (viii) To replace the Meghalaya Transport Corporation buses with battery electric vehicles in a phased manner.
- (ix) To provide a clean and green environment at tourist spots.
- (x) To facilitate in creating an ecosystem for recycling and reuse batteries and disposal of rejected batteries in an environment friendly manner to avoid environmental pollution.
- (xi) To align with the latest guidelines, standards and rules governing Battery EVs in India issued, *inter alia* by the Ministry of Road Transport & Highways (MoRTH), Ministry of Environment, Forest and Climate Change, Ministry of Power, Ministry of New and Renewable Energy (MNRE) and the National Institution for Transforming India (NITI) Aayog.

## **7. ADOPTION SUPPORT AND INCENTIVES**

### **7.1 Purchase Incentives for Early Adopters (Summary placed at Annexure-I)**

#### **7.1.1 Incentives for Electric Two Wheelers**

- (i) The Government shall offer a purchase subsidy @ ₹ 10,000/- per KWH for the first 3500 electric two wheelers purchased and registered in the State during the Policy period.
- (ii) The maximum ex-factory price to avail incentive is ₹ 1.5 lakhs for electric two wheeler vehicles.

#### **7.1.2 Incentives for Electric Three Wheelers**

- (i) The Government shall offer a purchase subsidy @ ₹ 4,000/- per KWH for the first 200 electric three wheelers purchased and registered in the State during the Policy period.
- (ii) The maximum ex-factory price to avail incentive is ₹ 5 lakhs for electric three wheeler vehicles.

#### **7.1.3 Incentives for Electric Four Wheeler Cars**

- (i) The Government shall offer a purchase subsidy @ ₹ 4000/- per KWH for the first 2500 four-wheeler EVs purchased and registered in the State during the Policy period.
- (ii) The maximum ex-factory price to avail incentive is ₹ 15 lakhs for electric four wheeler vehicles.

#### **7.1.4 Incentives for Electric Strong Hybrid Four Wheelers**

- (i) The Government shall offer a purchase subsidy @ ₹ 4000/- per KWH for the first 30 strong hybrid 4 wheeler EVs purchased and registered in the State during the Policy period.
- (ii) The maximum ex-factory price to avail incentive is ₹ 15 lakhs for Strong hybrid electric four wheeler vehicles.

### **7.3 Support for Start-ups**

- (i) The skilling and mentoring support shall be provided to EV related start-ups for encouraging the EV eco-system in the State.
- (ii) The incentives for start-ups shall be as applicable under the Meghalaya Start-up Policy, 2018.

#### 7.4 Reserving areas exclusively for EVs in Tourism sector

The Government through the Tourism Department, shall endeavor to identify certain tourist spots where tourists shall avail transport services in an environmental-friendly manner by exclusively using EVs. The details of such tourist spots and the modality for operation including charging infrastructure support shall be worked out by the Department of Tourism along with relevant stakeholders.

#### 7.5 EVs at Industrial estates, Export Promotion Parks and Technology Park

The Government will promote plying of EVs in Industrial estates, Export Promotion Parks and Technology Park. Support will be extended for setting up of EV Charging Stations (EVCS) at such locations as per requirement.

#### 7.6 Other Benefits

- (i) Priority registration will be provided to EVs over ICE vehicles by the respective RTOs in the State.
- (ii) In case the Government decides to implement Odd-Even system for plying of vehicles in order to curb pollution, the EVs shall be exempted from such arrangement.
- (iii) In order to support the EV ecosystem, the Government will undertake appropriate steps to reserve parking slots for EVs at key locations.
- (iv) Registration fees shall be waived for all types of electric vehicles purchased during the policy period.

#### 7.7 Towards Funding of Incentives

- (i) As per the report entitled "India Leaps Ahead: Transformative Mobility Solutions For All" prepared by National Institution for Transforming India (NITI) Aayog in collaboration with US-based Rocky Mountain Institute, a "feebate" applied to the purchase of new vehicles in India would help jumpstart both the manufacturing and consumer adoption of efficient vehicles, including EVs. The feebate concept is based on the "polluter pays" principle, and the concept works by levying a fee or penalty on polluting vehicles and offering a rebate or a reward on the lesser polluting ones. Accordingly, the Nodal Agency will endeavor to implement a "feebate" concept, wherein inefficient polluting vehicles will incur a surcharge ('fee-') while the efficient vehicles will receive a rebate ('-bate').
- (ii) With the objective of making the Meghalaya Electric Vehicle Policy 2021 financially self-sustainable, the Nodal Agency will set up a non-lapsable Meghalaya Electric Vehicle Adoption Fund (**MEVAF**) in consultation with the State Finance Department. The funding for the various incentives being offered under the Meghalaya EV Policy shall be obtained from the following sources and aggregated under the umbrella of non-lapsable MEVAF:
  - a. **Pollution Sales Surcharge:** From the date of notification by the State Government, the applicable Pollution Sales Surcharge collected from sale of Diesel and Petrol shall be transferred to the MEVAF. Based on the fuel consumption data of Petroleum Planning & Analysis Cell, under Ministry of Petroleum & Natural Gas, Government of India, it is estimated that by introducing an additional Sales Surcharge @ 10 paise per litre of diesel and petrol in Meghalaya, the expected average additional revenue may be about ₹ 5 crores yearly. The State Government shall appropriately strive to levy and increase Pollution Sales Surcharge on all Internal Combustion Engine (ICE) vehicles to discourage polluting vehicles and fund for the incentives for the adoption of EVs in the State.

- b. **Other sources:** Any gap left after funding from the MEVAF is exhausted, shall be filled through allocations including Budgetary, as may be decided and deemed appropriate by the Government from time to time.

## 8. RECYCLING SUPPORT

- (i) The Government will encourage the re-use of EV batteries that have reached the end of life by facilitating in the setting up of recycling units in collaboration with battery and EV manufacturers that focus on "Urban Mining" of rare materials within the battery for re-use by battery manufacturers.
- (ii) Charging Station operators will be encouraged to operate as end-of-life battery recycling agencies where Electric Vehicle owners can deposit their vehicle batteries that have reached their end of life.
- (iii) The Government will facilitate in inviting battery recycling business to establish their presence in the State.
- (iv) Appropriate protocols and investment subsidies for setting up such units shall be notified by the Government in consultation with stakeholders. Original Equipment Manufacturers (OEMs) shall also be held responsible for recycling of old batteries and their components.

## 9. CAPACITY BUILDING

- (i) The State shall facilitate in introducing short-term (*viz.* 4-6 months) courses, related to Electric Vehicles (EV), EV Charging Stations, and other EV system related courses in collaboration with academia including Polytechnics & Engineering Colleges.
- (ii) These courses shall be designed and reviewed in consultation with EV Industry and shall include short internship module at partnering Original Equipment Manufacturers (OEMs).
- (iii) The Government shall endeavour to focus on skill development in light and precision assemblies, electrical powertrains and mechatronics which shall contribute towards improving the entrepreneurship ecosystem in the State. The skilling will provide man-power pool to cater to Service centres, Retrofitting and Recycling of used Batteries.
- (iv) The State will consider a certification mechanism for the relevant courses through appropriate agencies.

## 10. NODAL AGENCY

- (i) The Office of the Commissioner of Transport will be the Nodal Agency for implementation of the provisions of this Policy.
- (ii) Detailed scheme along with operational guidelines shall be put in place by the Nodal Agency for administering the programmes under this Policy and the same shall be reviewed periodically.
- (iii) The Nodal Agency may notify separate Road Tax during the policy period for the electric vehicles.
- (iv) The Nodal Agency shall disburse, the incentives/subsidies under this Policy on the basis of the recommendation of State Level Committee.

## 11. APPROVAL OF INCENTIVES

- (i) State Level Committee shall be constituted under the chair of the senior-most Secretary incharge of Transport Department and consisting of representative of the State Finance Department, State Planning Department and State Directorate of Commerce & Industries, to go into the claim details and to decide for the grant of subsidy / incentives.
- (ii) The purchase incentives for electric vehicles shall be channeled through the registered Dealers of Electric Vehicles.

**12. OTHER TERMS AND CONDITIONS**

- (i) The incentives under the Policy will be applicable only to those electric vehicle and hybrid electric vehicles, which conform to the latest notification, including for FAME-II, by the Department of Heavy Industries, Ministry of Heavy Industries and Public Enterprises, Government of India. The registered Dealers of EVs shall ensure conformity to the latest scheme and technology specifications of the Government of India, for the EVs eligible for incentives under this Policy.
- (ii) The amount of incentives in this Policy mentioned in per KWH, however, are subject to review as per the reduction in battery costs & thereby reduction in vehicle cost and would be notified accordingly from time to time by the Nodal Agency with the approval of the State Level Committee.
- (iii) The subsidies and incentives provided under this Policy shall be fungible with the approval of the State Level Committee.
- (iv) No Battery EVs registered in Meghalaya, having benefitted under this Policy, shall be issued No-Objection Certificate (NOC) for transfer to another State/UT until the expiry of 5 (five) years from the date of registration of a new electric vehicle. However, in exceptional cases, if an EV is required to be shifted out of Meghalaya, then the matter will be referred to and decided by the State Level Committee.
- (v) All electric vehicles registered in Meghalaya shall be issued a green number plate in accordance with the latest notification of the Ministry of Road Transport and Highways, Government of India.
- (vi) All electric vehicles availing any kind of incentive/fee waiver under this Policy should appropriately display a sticker indicating that it has been purchased under this Policy/scheme. The format of the sticker shall be provided by the Nodal Agency.
- (vii) Doubts relating to interpretation of any term or dispute relating to the operation of any provision under this policy shall have to be referred to the Nodal Agency for clarification/resolution and the decision of the Nodal Agency in this regard shall be final and binding on all concerned.
- (viii) No right or claim for any incentive under this Policy shall be deemed to have been conferred merely on the ground of provision in this policy. Implementation of various provisions covering the incentives, concessions etc. will be subject to the issue of detailed scheme/guidelines/statutory notifications wherever necessary in respect of each item by the concerned Nodal Agency/Administrative Department.
- (ix) If the Government is satisfied that the subsidy(s) has been obtained by misrepresentation as to an essential fact or furnishing of false information, the Nodal Agency/Administrative Department Government may ask the concerned Dealer(s)/beneficiary(s) to refund the grant of incentive/subsidy after giving an opportunity to the Dealer(s)/beneficiary(s) of being heard.
- (x) The fiscal incentives being offered under this Policy shall be in addition to the demand incentives available in the FAME India Phase-II or latest scheme of the Government of India.
- (xi) The Government reserves the right to modify any part of this Policy in public interest.

**ANNEXURE - I**

Summary of vehicle segment-wise Incentives, Maximum Number of vehicles to be supported and other details.

A	B	C	D	E	F=D*E	G=C*F	Remarks
Sr.	Type of Electric Vehicle	Nos. in 5 years	Approx. capacity (in KWH)	Incentive per KWH in ₹	Incentive per vehicle in ₹	Total Incentive in 5 years (in ₹ Crores)	Maximum ex-factory price to avail incentive (₹)
1	2 wheelers	3500	2	10,000	20,000	7 Crores	1.5 Lakhs
2	3 wheelers	200	5	4,000	20,000	0.40 Crores	5 Lakhs
3	4 wheelers	2500	15	4,000	60,000	15.00 Crores	15 Lakhs
4	Strong Hybrid 4 wheelers	30	1.3	4,000	5,200	0.02 Crores	15 Lakhs
5	Buses	30	250	4,000	10,00,000	3.00 Crores	2 Crores
<b>TOTAL</b>						<b>₹ 25.42 Crores</b>	

**Note:** The subsidies and incentives provided under this Policy shall be fungible with the approval of the State Level Committee.

**M. R. SYNREM,**

Commissioner & Secretary to the Government of Meghalaya,  
Transport Department.

The 9<sup>th</sup> March, 2021.

**No.POWER.128/2020/447.** - The Governor of Meghalaya is please to notify the change of name of the following shareholder of the Meghalaya Energy Corporation Limited and its subsidiary companies, holding equity shares for an on behalf of the Governor of Meghalaya with immediate effect:-

Sl. No.	Name of existing Share holder	No. of shares	Distinctive Number	Transfer and change of Name	Event requiring the transfer/change of name
1	Shri Shantanu Sharma, ex-Director (Corporate Affairs), MeECL.	100	999801-999900	Shri Dikki D. Shira, MCS as Director (Corporate Affairs), MeECL.	Cessation of Shri Shantanu Sharma and joining of Shri Dikki D. Shira, MCS as Director (Corporate Affairs), MeECL.

**P. BAKSHI,**

Secretary to the Govt. of Meghalaya,  
Power Department.

The 24<sup>th</sup> February, 2021.

**No.FEG.27/2018/40.** - With a view to facilitate Government transactions relating to drawal of Government bills, Grant-in-aids bills, Pension bills and all other claims against Government as well as Government Receipts etc., the Governor of Meghalaya is pleased to order conversion of Baghmara District Treasury into a Banking Treasury (without Currency Chest) with immediate effect.

The Baghmara Treasury shall be a Banking Treasury (without Currency Chest) and shall be linked with State Bank of India, Baghmara Branch, South Garo Hills District, Baghmara, Meghalaya.

The Director of Accounts & Treasuries shall facilitate the said conversion into Banking Treasury (without Currency Chest) in consultation with Reserve Bank of India (RBI), State Bank of India (SBI) and Treasury Officer, South Garo Hills District, Baghmara.

**PAWAN K. AGRAHARI,**

Secretary to the Govt. of Meghalaya,  
Finance (Establishment) Department.

The 10<sup>th</sup> March, 2021.

**No.SW(S)129/2016/Pt.I/131.** - Whereas the use of Aadhaar as an identity document for delivery of services or benefits or subsidies simplifies the Government delivery processes, brings in transparency and efficiency and enables the beneficiaries to get their entitlements directly in a convenient and seamless manner by obviating the need to produce multiple documents to prove one's identity;

And whereas the Social Welfare Department is administering the Chief Minister's Social Assistance Scheme which is being implemented through the Office of the Child Development Project Officers;

And whereas under the Scheme, an amount of ₹ 500/- (Rupees five hundred) only per month is given to single mothers, infirms and persons with disabilities as per the extant Scheme Guidelines;

And whereas the Chief Minister's Social Assistance Scheme involves recurring expenditure incurred from the Consolidated Fund of the State of Meghalaya;

Now, therefore, in pursuance of Section 7 of the Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Act, 2016 (18 of 2016), the Governor of Meghalaya is pleased to notify the following:

1. (1) An individual eligible for receiving the benefits under the Scheme shall hereby be required to furnish proof of possession of the Aadhaar number or undergo Aadhaar authentication.  
(2) Any individual desirous of availing benefits under the Scheme, who does not possess the Aadhaar number or has not yet enrolled for Aadhaar shall be required to make application for Aadhaar enrolment before registering for the Scheme provided that he/she is entitled to obtain Aadhaar as per Section 3 of the said Act, and such individuals shall visit any Aadhaar enrolment centre to get enrolled for Aadhaar.  
(3) As per Regulation 12 of the Aadhaar (Enrolment and Update) Regulations, 2016, the Child Development Project Officers are required to offer Aadhaar Enrolment facility for the beneficiaries who are not yet enrolled for Aadhaar and in case there is no Aadhaar enrolment centre located in the respective Block, the Child Development Project Officers shall take necessary action to provide the facility in convenient locations in co-ordination with the District Administration.  
Provided that till the time Aadhaar is assigned to the individual, benefits under the Scheme shall be given to such individual subject to the production of documents like Aadhaar Enrolment Identification Slip (In case the individual has enrolled for Aadhaar) or Bank Passbook/Post Office Passbook, Pan Card, Passport, Ration Card, Voter I/D, Driving License/Identity Card/Residential Certificate issued by the Rangbah Shnong/Nokma (in case of persons who have not enrolled for Aadhaar).
2. The Child Development Project Officer shall make necessary arrangements for wide publicity to the beneficiaries to make them aware of the said requirement. This can be done in close co-ordination with the Rangbah Shnong/Gaon Bura/Sordar/Nokma as the case may be, for making public announcement in their respective villages/locality.
3. In all cases, where Aadhaar authentication fails due to poor biometrics of the beneficiaries or due to any other reason, the following remedial mechanisms shall be adopted:
  - (a) in case of poor fingerprint quality, iris scan or face authentication facility shall be adopted for authentication.
  - (b) In case the biometric authentication through iris scan or face authentication is not successful, wherever feasible and admissible authentication by Aadhaar One Time Password or Time-based One-time Password with limited time validity as the case may be, shall be offered.
  - (c) In all other cases where biometric or Aadhaar One Time Password or Time Based One-time password authentication is not possible, benefits under the Scheme may be given on the basis of physical Aadhaar letter whose authenticity can be verified through the QR code printed on the Aadhaar letter.
4. Effort should be made to ensure that no bona fide beneficiary is deprived of his/her benefits under the Scheme.

This Notification shall come into effect from the date of publication in the Meghalaya Gazette.

**SAMPATH KUMAR,**  
Principal Secretary to the Govt. of Meghalaya,  
Social Welfare Department.

The 8<sup>th</sup> March, 2021.

**No.LBG.5/2009/Pt/412.** - In exercise of the powers conferred by sub-section (5) of section 1 of the Employees' Insurance Act, 1948, the Government of Meghalaya, in consultation with the Employees' State Insurance Corporation hereby gives notice of its intention to extend the provision of the Act to the classes of establishments specified in the Schedule annexed hereto, on or after one month from the date of Publication in the Official Gazette.

1. Any objection or suggestion, which may be received from any person in respect of the said notification within the period specified above, will be considered by the State Government.
2. The objections and suggestions may be addressed to the Under Secretary/Secretary, Government of Meghalaya, Additional Secretariat Building, Shillong.

#### SCHEDULE

Description of Establishments	Areas in which establishments are situated
(1)	(2)
The following establishments whereon ten or more persons are employed, or were employed on any day of the proceeding twelve months, namely –  (i) Municipal Corporation, Municipal Board, Municipal Council and other Local Bodies controlled by the State Government.	All areas where the provisions of the ESI Act, 1948 have already been brought into force under section 1 (3) of the Act.

**G. H. P. RAJU,**

Principal Secretary to the Govt. of Meghalaya,  
Labour Department.

The 25<sup>th</sup> February, 2021.

**No.JHADC/LEG/3/2021/1.** - In exercise of power conferred under Rule 36 (1) and (3) of the Assam and Meghalaya Autonomous Districts (Constitution of District Councils) Rules, 1951 as adopted and amended, I Dr. Sankey Shangpung, Chairman District Council, Jaintia Hills Autonomous District, hereby summon the **Budget Session** of the District Council, Jaintia Hills Autonomous District to meet in the **District Council Hall, Jowai** on the **25<sup>th</sup> March, 2021** at **10:30 A.M.** and on subsequent dates if necessary.

**SANKEY SHANGPUNG,**

Chairman,  
District Council,  
Jaintia Hills Autonomous District Council,  
Jowai.